

BookletChart™

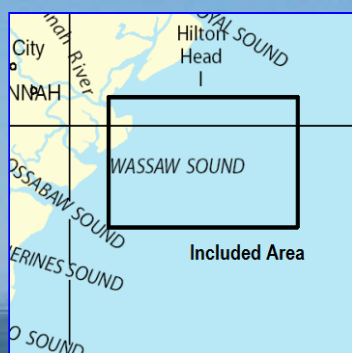
Savannah River Approach

NOAA Chart 11505

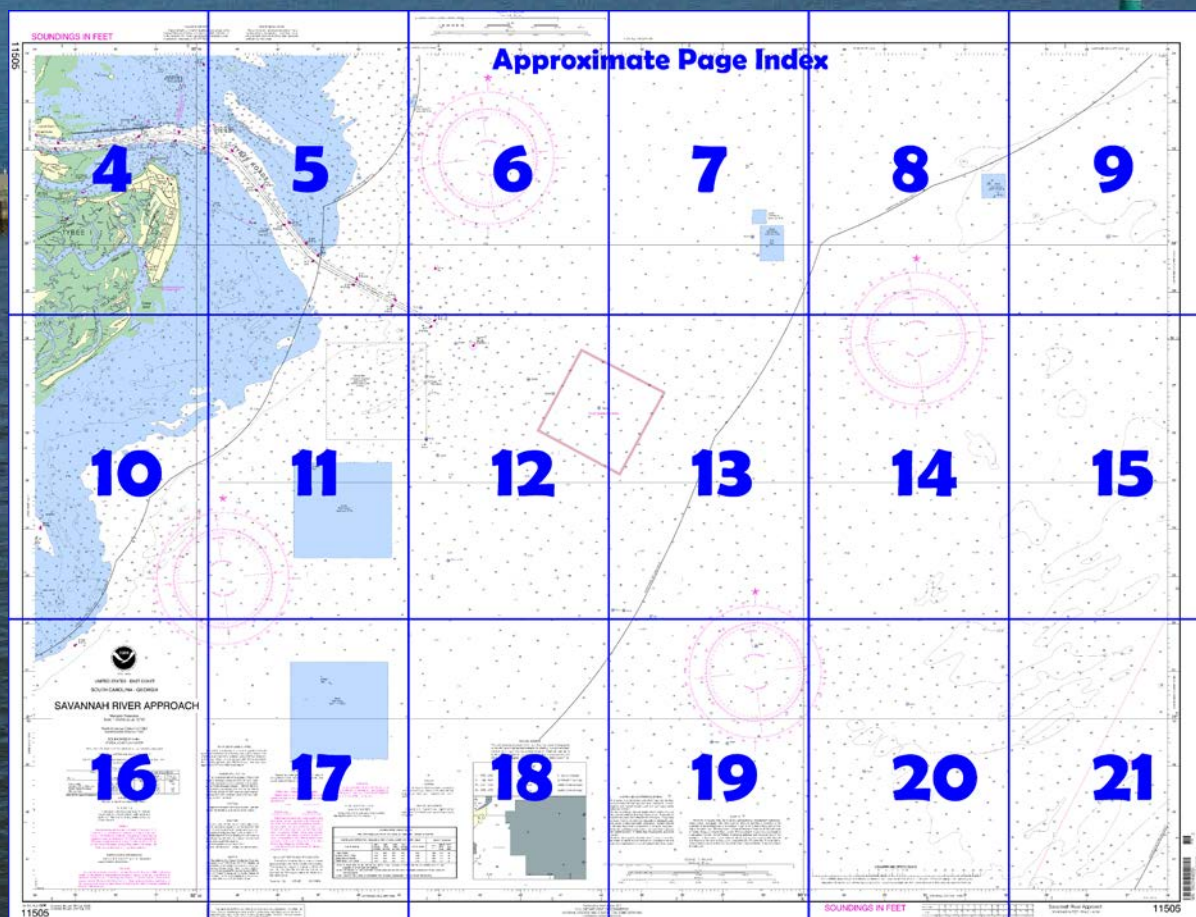


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11505>.



(Selected Excerpts from Coast Pilot)

Savannah River, the boundary between the States of South Carolina and Georgia, is 65 miles southwestward of Charleston Harbor and 105 miles northward of the entrance to St. Johns River. It is navigable for deep-draft vessels to upper end of Savannah Harbor, 19 miles above the outer ends of the entrance jetties, and for barges to the city of Augusta, 172 miles above the entrance. **Savannah**, on the south bank of Savannah River about 15 miles above the outer end of

the jetties, is the second largest city and chief port of the State of Georgia. It is a leading southern port and is the main distributing point for the surrounding country. The city has considerable coastwise and

foreign trade, and is connected with coastal cities to the north and south by the Intracoastal Waterway which crosses Savannah River several miles below the waterfront terminals. The climate is equable, and high-velocity winds are infrequent. The water-borne commerce is of a widely varied nature.

Tybee Light (32°01'20"N., 80°50'44"W.), 144 feet above water, is shown from an octagonal brick tower, upper and lower thirds black, with a white center, on the northeast end of Tybee Island.

The three water tanks on **Hilton Head Island** are prominent in the approach from northward. Also prominent from seaward, are the water tank at Tybee Island, the flashing red lights atop the three WBMQ radio towers on **Oatland Island**, the large chemical plant southwestward of **Mackey Point**, and the five 200-foot-high tanks on **Elba Island**, about 9 miles above the entrance. **Pinckney Island National Wildlife Refuge**, a Marine Protected Area (MPA), is about 0.5 mile W of Hilton Head Island **Channels**.—A Federal project provides for a 44-foot channel across the bar through Tybee Roads to the jetties, thence 42 feet for about 16 miles in the main channel to the turning basin at Kings Island, thence 36 to 42 feet for about 1 mile, thence 30 feet for another 1.4 miles to the head of the project about 500 yards below U.S. Route 17 highway bridge. (See Notice to Mariners and latest editions of the charts for controlling depths.) The channels are well marked by lighted ranges, lights, and lighted and unlighted buoys.

A 2.1-mile-long sediment trap is in Back River on the north side of Hutchinson Island. A tide gate is at the head of the sediment trap.

Anchorage.—Most vessels anchor northward or northwestward of the sea buoy, Tybee Lighted Buoy T (31°57'52"N., 80°43'10"W.), where depths range from 19 to 45 feet with good holding ground. There is no anchorage in Savannah River except in an emergency. It is recommended that no vessel, regardless of size, anchor within a two-mile radius of Tybee Lighted Buoy T.

Dangers.—The set of the tidal current in and out of the various sounds and inlets should be carefully considered by vessels approaching Savannah by the inshore route. There are several unmarked obstructions in the approaches. The **danger area** of an Air Force air-to-air and air-to-water gunnery and bombing range is about 15 miles seaward of the light. (See **334.490**, chapter 2, for limits and regulations.) The entrance to the Savannah River is protected by jetties. The north jetty is unmarked and awash at mean high water and marked about 0.2 mile seaward of its east end by a light. The south jetty is submerged at mean high water and marked at the east end by a light.

The velocity of the ebb current from the entrance jetties to Savannah is from 2.2 to 3.1 knots. The flood current has a velocity of from 1.6 to 2.4 knots. The current is considerably influenced by winds and freshets. The predicted times of slack water and the times and velocities of strength of flood and ebb at the entrance to Savannah River are given in the Tidal Current Tables. Predictions for a number of other places in Savannah River may be obtained from data in the tables.

Currents set in the direction of the channel except at the entrance near Tybee Light, where the flood sets northwestward across the channel. Between the jetties the flood sets 260°. Freshets occasionally occur in the spring, but do not endanger shipping at the wharves.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Miami

Commander

7th CG District

Miami, FL

(305) 415-6800

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

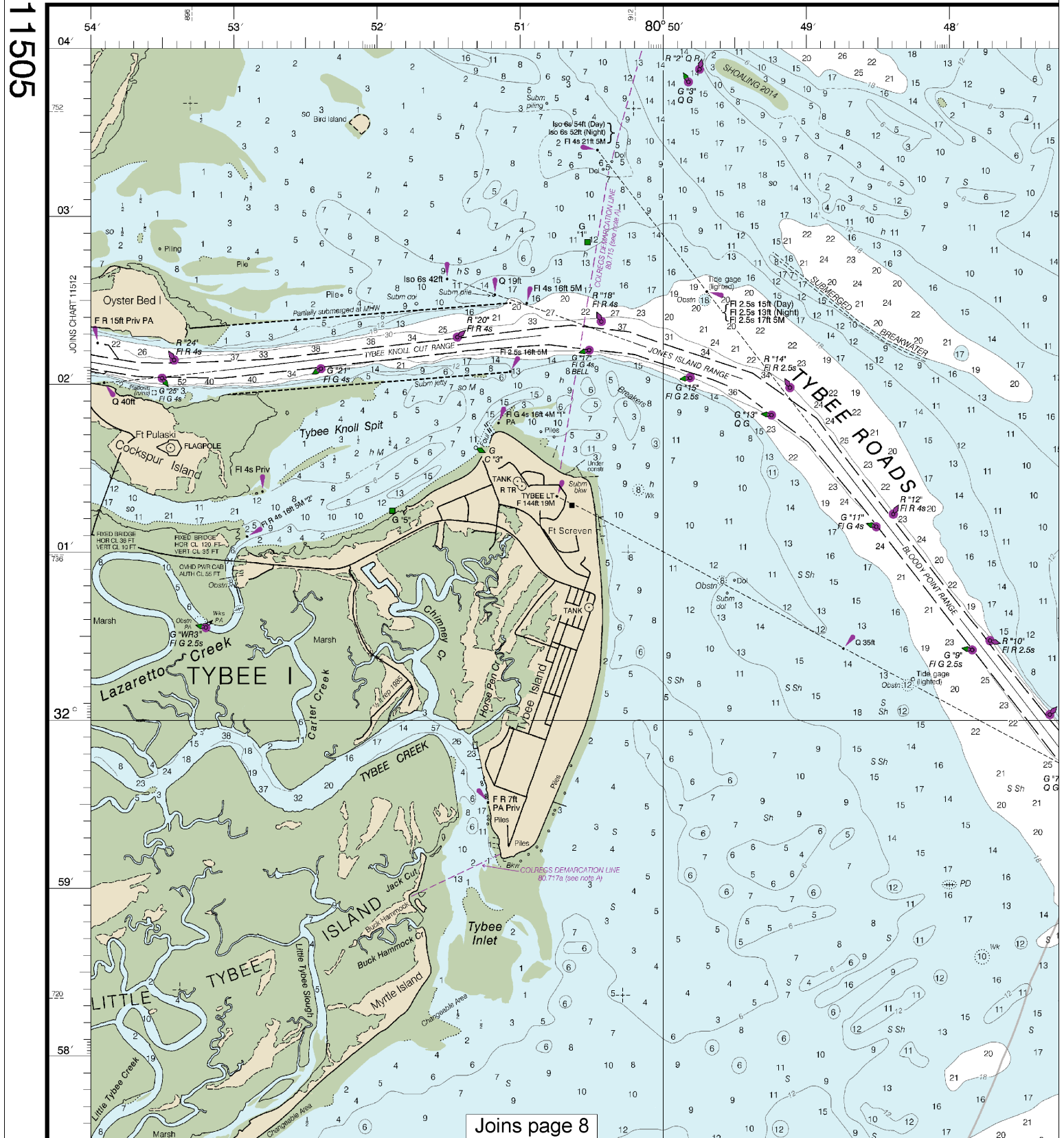
These volumes are available online at <http://www.navcen.uscg.gov>

SOUNDINGS IN FEET

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

11505



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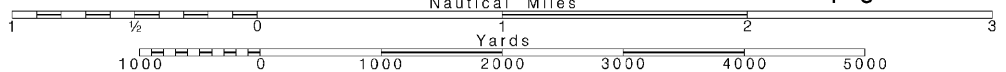
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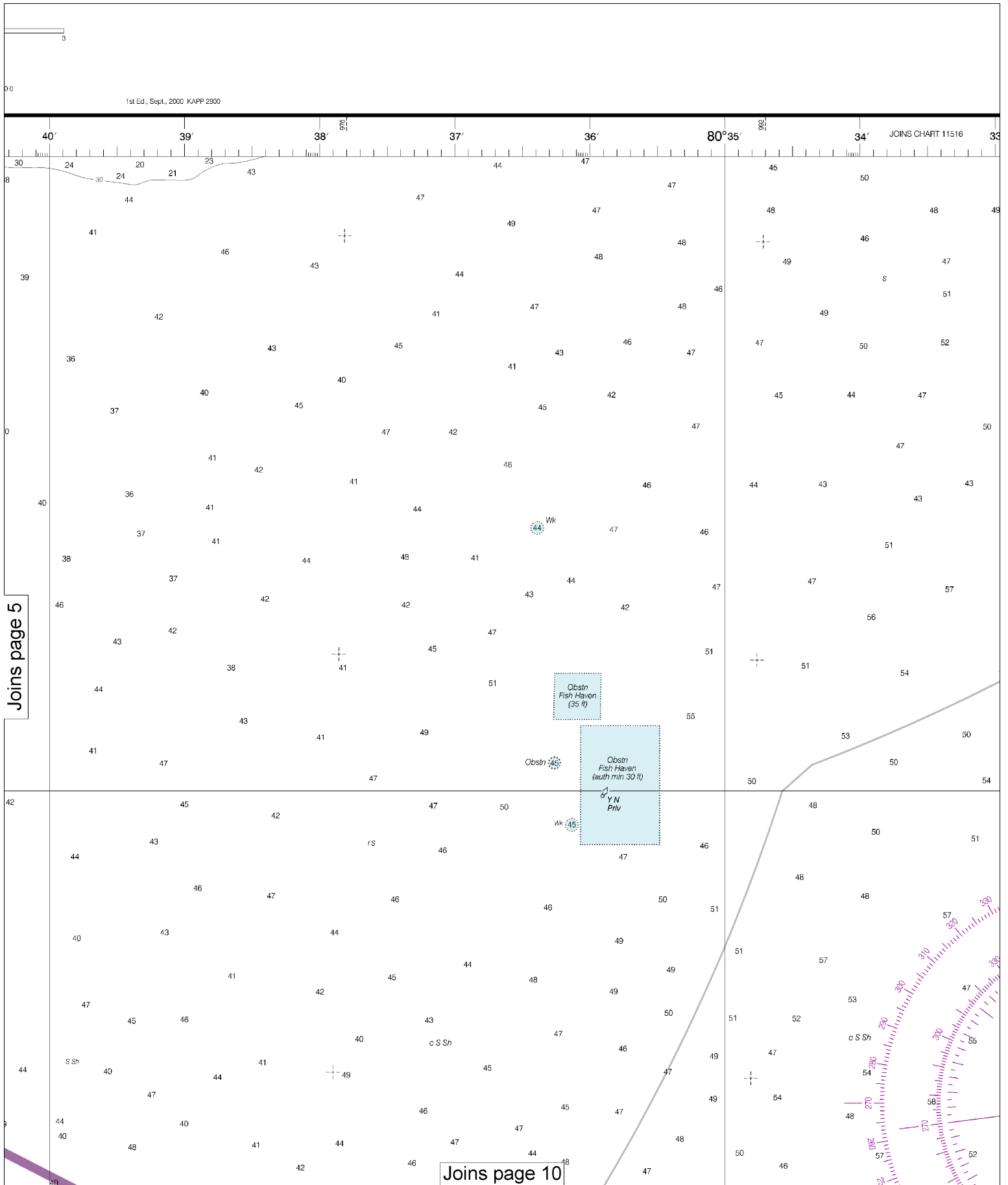
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Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

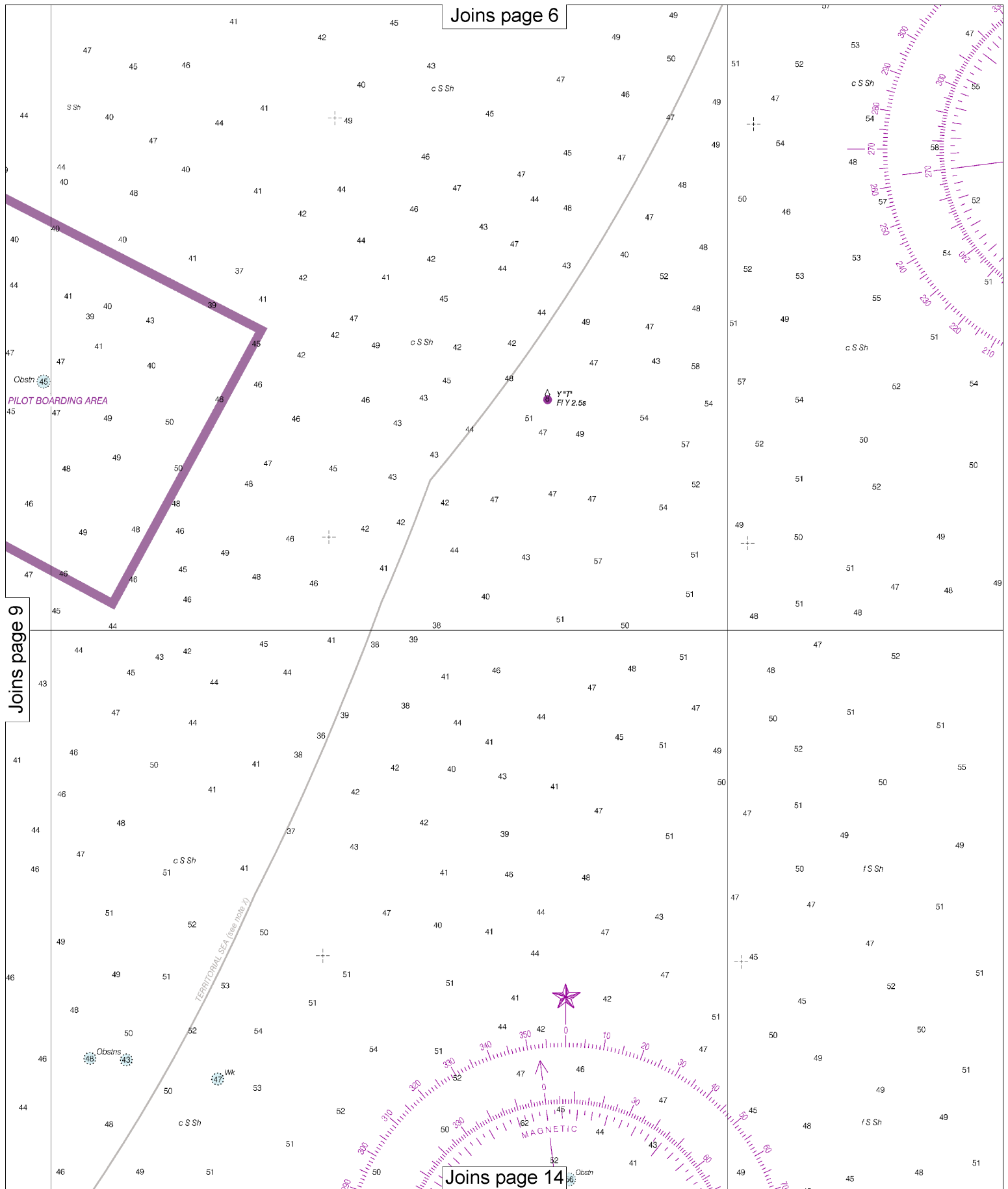
See Note on page 5.





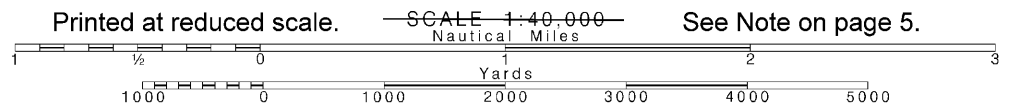
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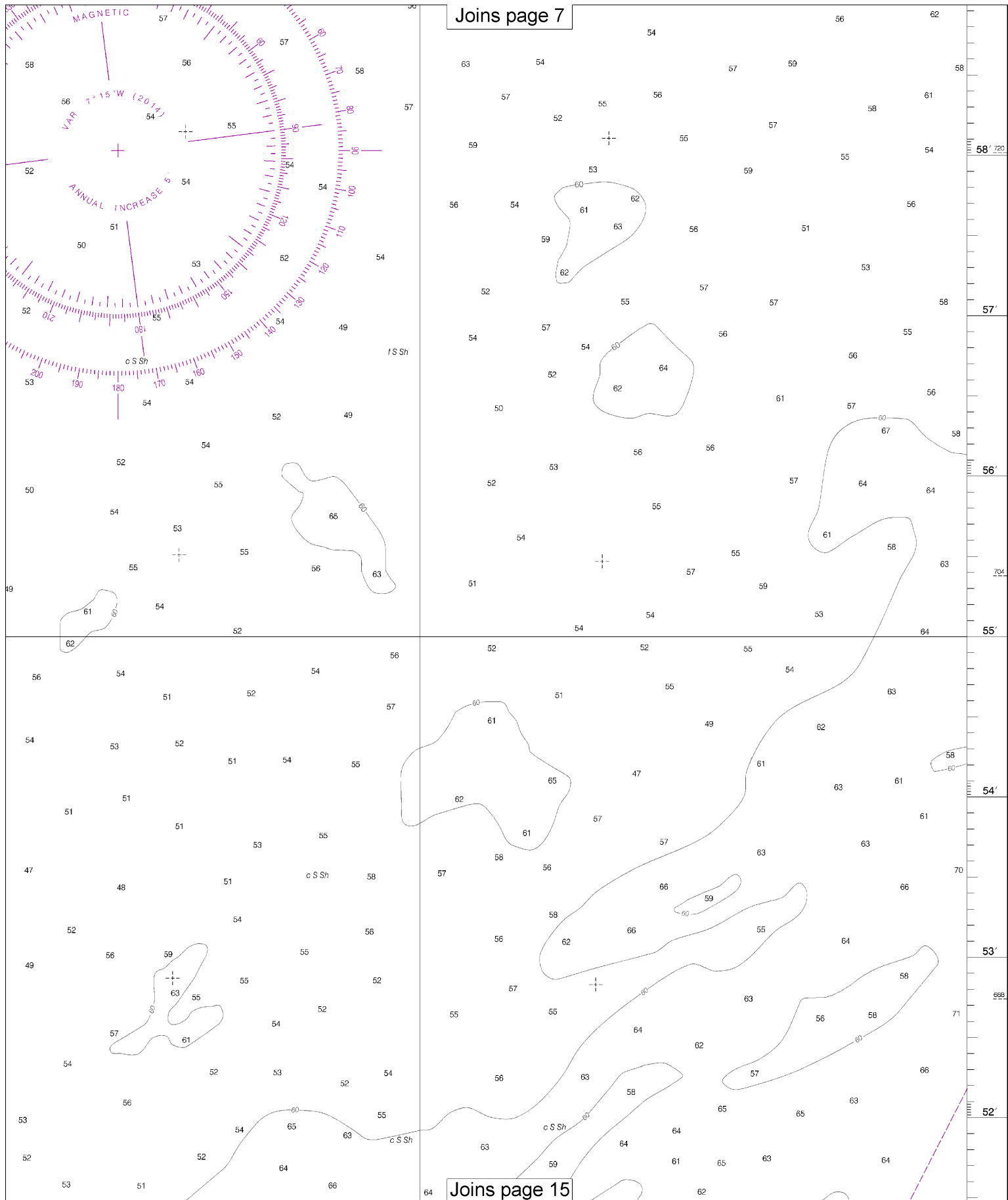
Joins page 10



10

Note: Chart grid lines are aligned with true north.





Joins page 8



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
SOUTH CAROLINA - GEORGIA

SAVANNAH RIVER APPROACH

Mercator Projection
Scale 1:40,000 at Lat. 32°00'

North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: - - - - -

TIDAL INFORMATION

NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Tybee Light	(32°02'N/80°51'W)	7.4	7.0	0.2
Savannah River Entrance	(32°02'N/80°54'W)	7.5	7.1	0.2
Tybee Creek Entrance	(31°58'N/80°51'W)	7.4	7.0	0.2
Bloody Point	(32°05'N/80°53'W)	7.3	7.0	0.2

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the internet from <http://tidesandcurrents.noaa.gov>.
(Jun 2014)

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers, in Savannah, GA. Refer to charted regulation section numbers.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.765' northward and 0.608' eastward to agree with this chart.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
○ (Accurate location) ○ (Approximate location)

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilot's appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

CAUTION
Temporary changes or deferred navigation are not indicated on this Local Notice to Mariners.

CAUTION
SUBMARINE PIPELINES AND
Charted submarine pipelines and cables and submarine pipeline and are shown as:
--- Pipeline Area --- Ca

Additional uncharted submarine cables may exist with this chart. Not all submarine pipeline cables are required to be those that were originally buried become exposed. Mariners should caution when operating vessels water comparable to their draft in pipelines and cables may exist anchoring, dragging, or trawling. Covered wells may be marked unlighted buoys.

NOAA WEATHER RADIO BROADCAST
The NOAA Weather Radio station below provides continuous weather. The reception range is typical nautical miles from the antenna site as much as 100 nautical miles to high elevations.

Savannah, GA KEC-85

5th Ed., Aug. 2014

11505

Last Correction: 10/27/2015. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016)

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

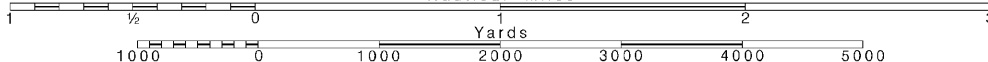
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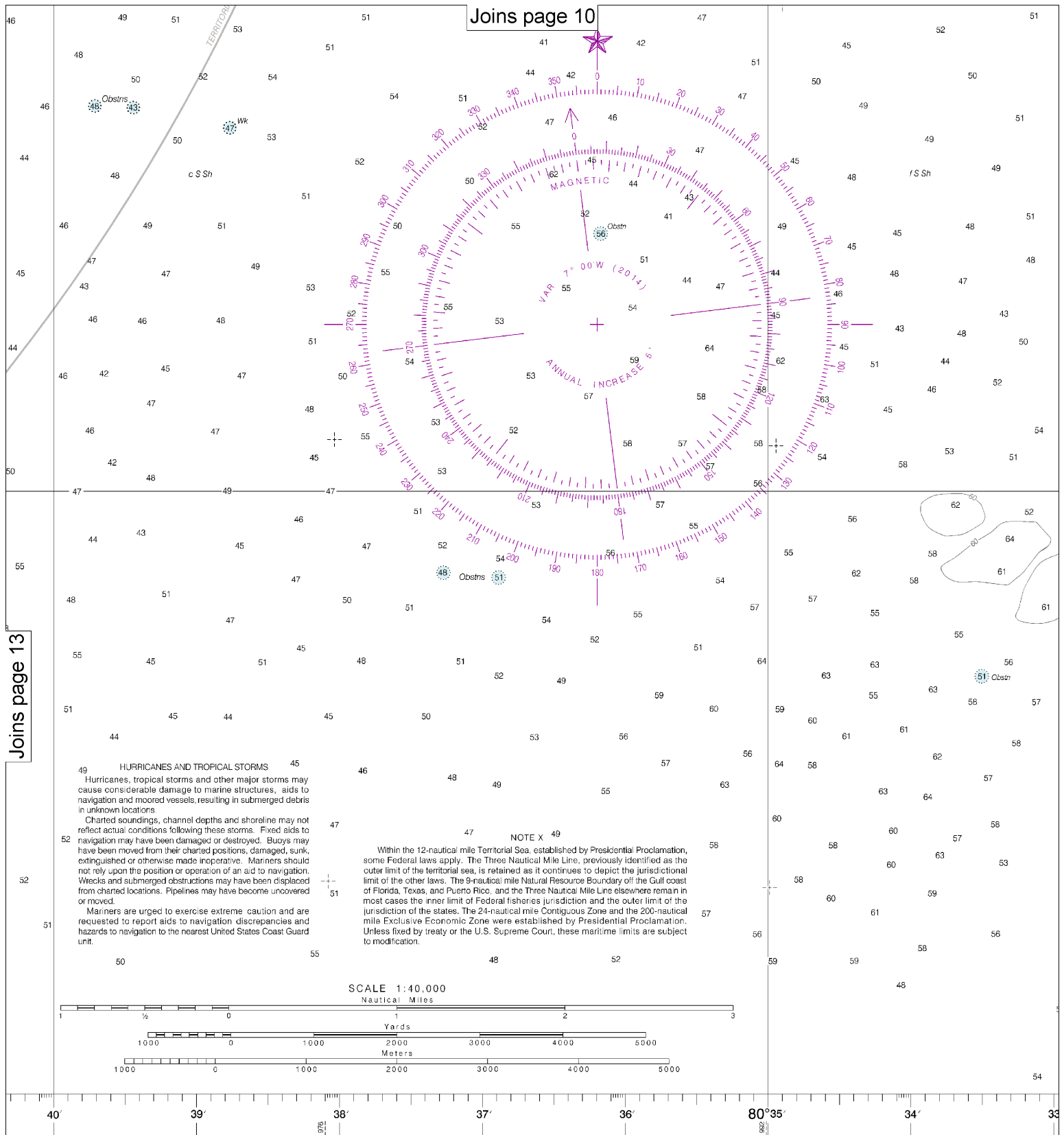
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





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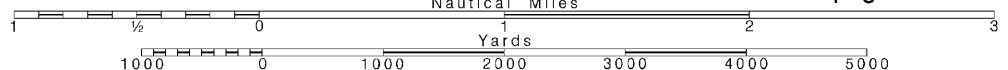
SOUNDINGS IN

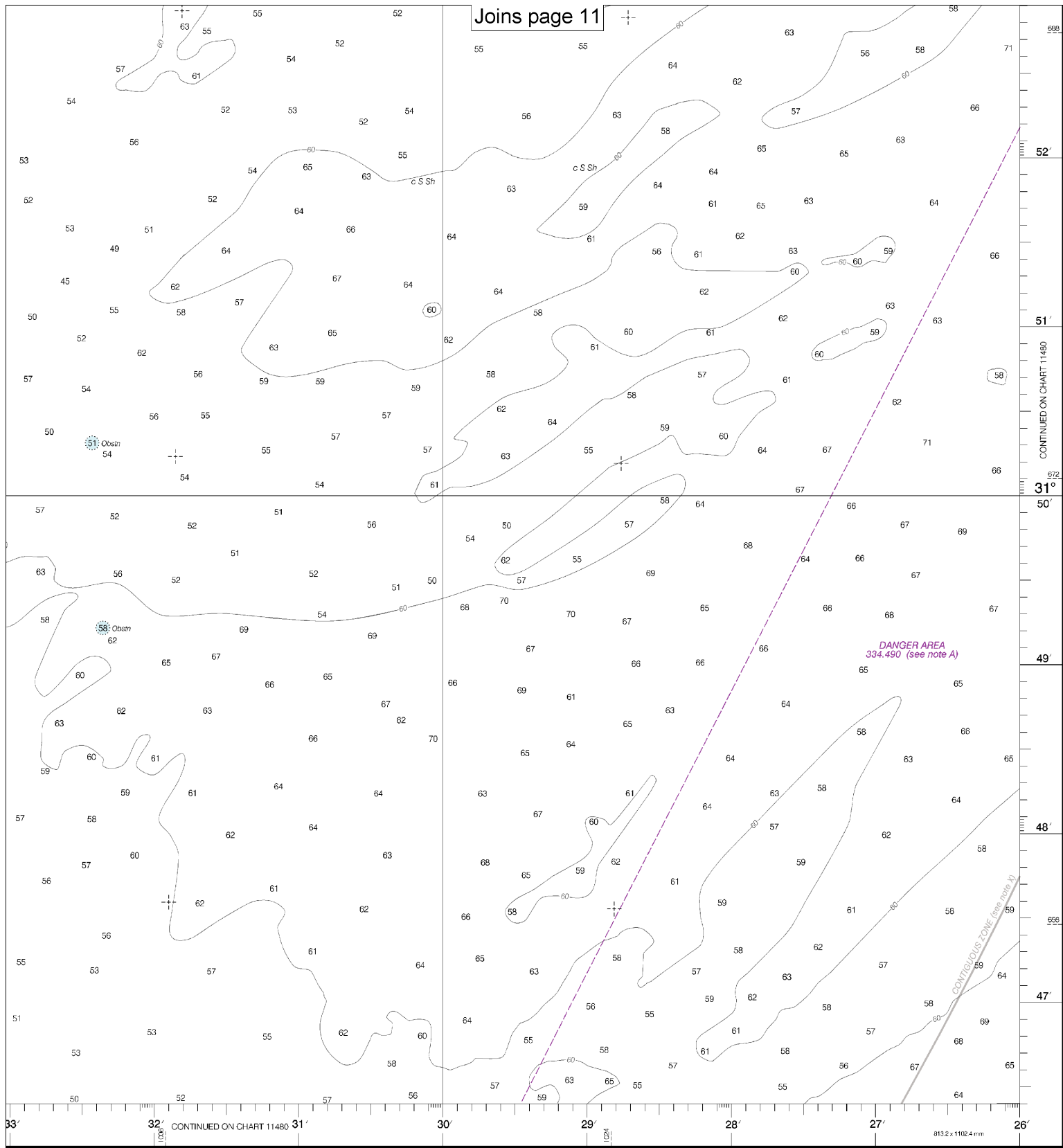
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





FEET

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Savannah River Approach
SOUNDINGS IN FEET - SCALE 1:40,000

11505



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.